



Aviation Investigation Final Report

Location:	Scappoose, Washington	Accident Number:	WPR22LA272
Date & Time:	July 12, 2022, 17:45 Local	Registration:	N601NG
Aircraft:	PIPER AIRCRAFT CORPORATION PA-60-601P	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The pilot reported that, he was a little behind the airplane because of the short duration of the flight and he did not use a prelanding checklist to verify that the landing gear was extended before touchdown. The bottom of the fuselage was substantially damaged during the gear up landing. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to extend the landing gear before landing. Contributing to the accident was the pilot’s failure to utilize a prelanding checklist.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 22, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 31, 2021
Flight Time:	(Estimated) 2307 hours (Total, all aircraft), 860 hours (Total, this make and model), 2052 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER AIRCRAFT CORPORATION	Registration:	N601NG
Model/Series:	PA-60-601P	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61P07908063402
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	September 15, 2021 Annual	Certified Max Gross Wt.:	6250 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5014 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-540-S1A5
Registered Owner:	METRO WEST AMBULANCE	Rated Power:	350 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSPB,50 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	217°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	29°C / 15°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Hillsboro, OR (HIO)	Type of Flight Plan Filed:	None
Destination:	Scappoose, WA	Type of Clearance:	Traffic advisory
Departure Time:	17:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	SCAPPOOSE SPB	Runway Surface Type:	Asphalt
Airport Elevation:	58 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5100 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.771028,-122.86183(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Lisa Seeley; FAA; Portland, OR
Original Publish Date:	September 22, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105587

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).